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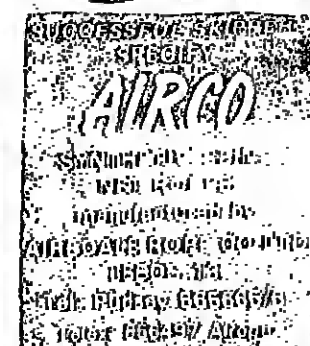
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September 10, 1976



September 17, 1976

No. 3294

Est. 1913

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fishing news

Diesel engines from 0.5 to 1000 hp
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SHOW TAKEN BY STORM Weather delays Catch '76

SCOTLAND'S biggest fishing exhibition, Catch '76, is to open today Friday after a two-day delay following a North Sea gale which caused the main tent to collapse last week. Over 30 men working on the site for their lives and seven were injured. One man is still in hospital.

A big effort by both organisers and exhibitors to get the show going again was boosted when former Prime Minister, Edward Heath, who was to officially open the exhibition, arrived on Wednesday to tour the stands.

The show will now be opened by Lady Tweedsmuir. On an early morning visit to the Aberdeen fish market, Mr. Heath was welcomed by two head-brokers, skipper, and board Argonaut IV. Mr. Heath was greeted with the news that Skipper Dave Smith had that morning set another Scottish seine net record.

After a five-day trip, Argonaut IV made £13,544 for 755 boxes of cod and haddock. This beat her own record of £12,351 set last month.

Moving on to inspect the stern trawler Glen Urquhart, Skipper Sandie Brown was also able to boast of a new company record as it became certain that the Merr-owned vessel was going to gross well over £30,000. Glen Urquhart was just back from Iceland.

In a speech at a reception for visitors given by the Lord Provost of Aberdeen, Mr. Heath urged the Government to be "robust and persuasive" in its dealings with the EEC. Although the nation and the fishing industry has benefitted from the EEC, he pointed out Mr. Heath, we still have a powerful argument for a revision of the common fisheries policy. He

said: "Morale in the industry is low because of the uncertainties facing it. Ships are being laid up and skilled men made redundant."

"New investment is at a standstill — indeed there seems to have been little investment for the last two years."

"Our deep water fishing grounds are threatened whilst, at the same time, large foreign fleets continue to fish around our shores."

"The livelihood of 23,000 fishermen and their families is at stake. Almost 100,000 others directly dependant upon fish or fishing vessels. The processors, wholesalers, fishmongers, fish friers, hauliers, equipment and raw material suppliers, the shipbuilders and repairers — all of these people also are vulnerable."

Continued on back page



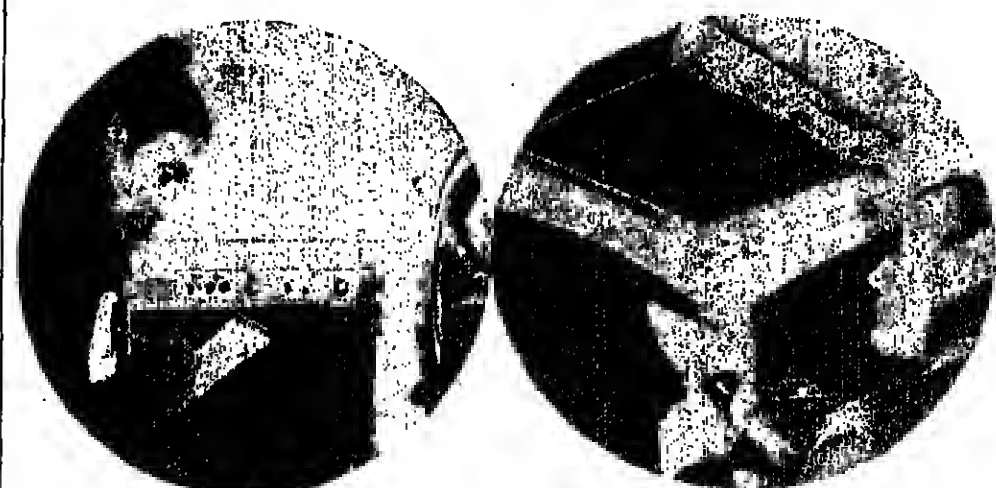
Mopping up last weekend after one of the main tents had been flattened by a gale. Workmen were erecting stands when the tent came crashing down.

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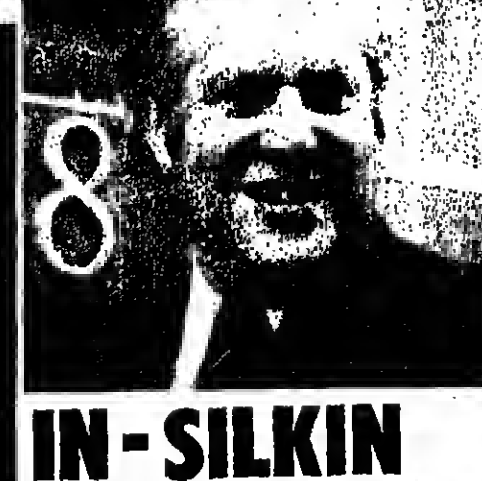
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OUT-PEART



IN-SILKIN



FRED PEART has been replaced as Minister of Agriculture, Fisheries and Food by former Minister for Planning and Local Government, John Silkin.

The new Minister is seen arriving at the Ministry in London on Monday to take up his £13,000-a-year post. He was appointed in the Prime Minister's reshuffle announced last Friday.

Mr. Silkin (58) has been Labour MP for Deptford since 1983. He went to Trinity Hall, Cambridge, before joining the Royal Naval Volunteer Reserve during

World War II and serving in HMS King George V and HMS Formidable. He qualified as a solicitor after the war and came into Parliament after contesting three general elections.

Among the posts he has held are: Deputy Leader of the House of Commons (under Lord Poole), Minister of Public Buildings and Works and had special responsibility for Local Government.

See Comment, page two.



The tent housing Aberdeen's Catch '76 fisheries exhibition lies flat on the grass (below), with the top of the metal supports buckled. One of the exhibits — a set of seine rope reels — was left in the middle of the exhibition floor (left) when around two-thirds of a main tent collapsed. However, early this week stands were being fitted out and the show looked back on the road again.



Grimsby pair record goes again

TOP Grimsby pair trawler skipper Jens Bojen and John "Lemon" Richardson, in *Morgrethe* Bojen and Frances Bojen, broke the port pair team grossing record again last Friday.

They had a combined tally of 230,342 from 1,364 kits after an 11-day North Sea trip.

This is the fourth time the pair have set up a new Grimsby grossing record since *Morgrethe* Bojen arrived as a new vessel in the spring. It is also the fifth time the record has gone this year after sticking on 224,420 for over 24 years.

Both vessels had heavy cod catches in landings of 730 kits by *Morgrethe* Bojen (sale value £19,505) and 624 kits by *Frances* Bojen (£16,837) through the John R. (F.S.) Ltd. agency. The new record is all the more remarkable as the pair had some very rough weather during the trip.

Despite the massive grossing, the trip failed to establish a new daily average record for port teams, but the Bojen vessels already hold this Grimsby record from a landing in August.

There was also an outstanding catch worth 228,729 from the converted seiner *Secher* (Skipper Borge Nepp) and *East Bank* (Skipper Tommy Turnbull), with 514 kits and 409 kits apiece, from a 12-day trip. For vessels with limited capacity this team, headed by Tom Sleight of S4 Ltd., seem to be in a class of their own.

The ban halted fishing for herring inside UK limits between the Tees and Humber, and for conservation reasons.

In court at North Shields last week were skipper James Duthie, of the steel multi-purpose boat *Accord*, and George Colin of the wooden boat *Starcrest*.

Both boats were fishing in the six to 12 mile belt and were arrested and brought into the Tyne by HMS *Bickington*. It was said that their gear was taken aboard when ordered by a protection vessel. The two boats were fishing between Hartlepool and Flamborough Head.

In court Gilbert Buchan, of the Scottish Fishermen's Organisation, said a wrong interpretation of the Order had been passed on to members of the organisation. The skipper believed that they had no reason to be prosecuted for fishing in the six to 12 mile belt.

Part of the two boat's small catches were confiscated by the court and fines totalling £300 ordered.

Skipper Duthie appeared in a North Shields court last year on a similar charge after a protest fleet had raised the banned area off Yorkshire.

At that time the skipper was warned of the "red" intentions as the "red" was designed to bring attention to "non-natural" laws. Fines totalling over £6,500 were made by the court.

Fleetwood over new Caley boat

IT IS STRONGLY rumoured that a Fleetwood firm is taking over a new 87ft. long seiner-trawler just completed by an east coast shipyard.

Although it has not been confirmed, it is understood that Wyre Trawlers of Fleetwood will operate the steel-hulled *Olivia*.

She was originally being built to the order of Skipper Alec Strachan of Peterhead in association with Caley Fisheries Group Ltd. and was to be named *Devotion*.

In addition to trawling and seine netting, she was also designed for great line fishing. With his existing boat, *Devotion* 11, Skipper Strachan worked great lines in the summer until recently. He is one of the few remaining Scottish fishermen still interested in this method of fishing.

However, several months ago Skipper Strachan decided not to take delivery of his new boat and sold his interests in her to Caley Fisheries.

Olivia is the second vessel to be completed at Tweed Shipyard (Berwick) Ltd. since the yard was taken over by Associated Fisheries early last year.

The take-over had followed the financial collapse of the yard which belonged to Intrepid Marine International and was known as Berwick Shipyard.

Intrepid had received orders to build four vessels for Peterhead, three of which were being built for their skipper in association with Caley Fisheries.

Associated Fisheries, which is Caley's parent company, took the yard over to complete these boats.

The fourth vessel was being built for Skipper James Duncan of Peterhead and, under a private arrangement, her hull

was towed away for fitting out in Peterhead.

Named *Morning Star*, Skipper Duncan's boat was finished only recently and was described in the Scottish issue of *Fishing News* (September 10).

First of the three vessels in which Caley had interests was *Antares*, which was built last year for Skipper Stephen Bruce.

The third one was being built for Skipper James McLean of the Peterhead boat *Adoration* but, like Skipper Alec Strachan, he later sold his shares in the boat to Caley. This boat is still under construction at Berwick.

Olivia — originally built for a Peterhead skipper in conjunction with Caley Fisheries — looks like being taken over by a Fleetwood owner.

Gardner 6LX auxiliary engines are fitted, one driving a 40 kW ECC 415V alternator and a bilge and general service pump and the other driving a 78kW ECC 415V alternator and another bilge pump.

One of the auxiliary engines also drives a Vickers stand-by hydraulic pump for the deck machinery.

Trawl winch, seine winch, net drum, boom swinger and anchor winlass are all of Robertson manufacture. A Repp 24R power block is fitted aft of the deckhouse.

The trawl winch lies just forward of the deckhouse and the seine winch is fitted with a cargo drum.

C. F. Wilson of Aberdeen has supplied the hydraulic system for the gear handling machinery. It is on open system fed by a Vickers pump unit driven off the fore

end of the main engine through a Framo gearbox.

Boom swinger, anchor windlass and also a line hauler are independently powered from an electrically-driven hydraulic pump.

The fishroom is lined with glassfibre and fitted with Alcan aluminium stanchions and Hakvoort aluminium hoards.

Wheelhouse equipment includes Kelvin Hughes MS44 echo sounder and Elac sonar, 'Sailor' radio telephone, Redifon VHF radio telephone, Decca 101 and RM914 radar, and Tenford steering gear.

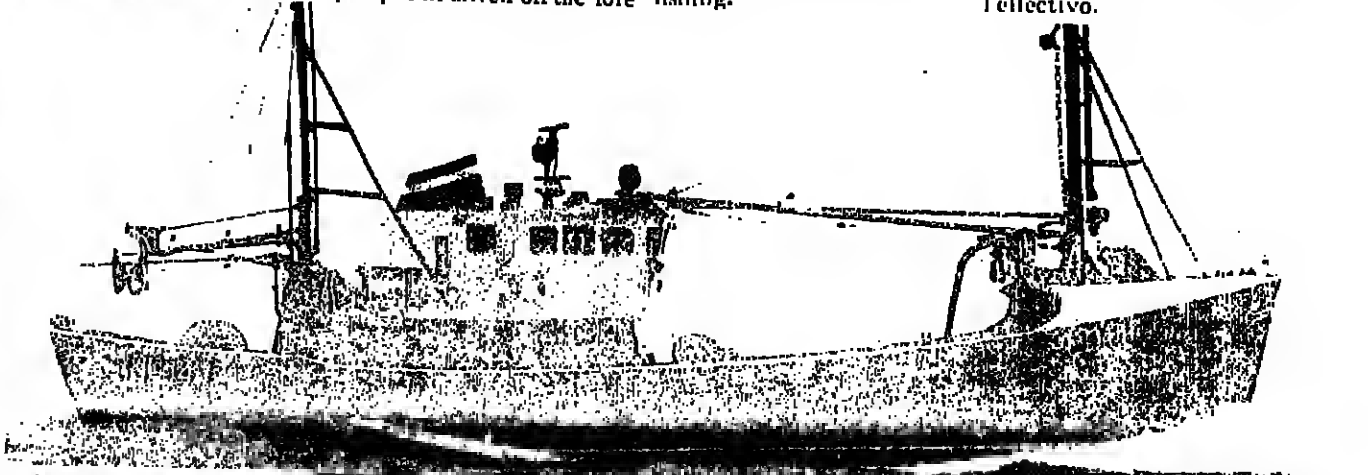
An unusual feature of the boat is the mizzen sail which has been requested by her original skipper to keep her head to the wind while line fishing.

ALAN BEITH, Liberal MP for Berwick-on-Tweed, is to press for a House of Commons Committee to be allowed to debate a 'new Order' brought in by the Government to control net mesh sizes for sprats.

Northumberland and Fifth of Forth fishermen say they were not given time to object to the new Order, which does not go far enough.

They are demanding a 12mm. limit, instead of the 16mm. in the new Order, and they also question why purse seines are not covered.

Mr. Beith commented: "These are the very points which the Ministry should have sorted out with fishermen before bringing in the Order. Conservation measures must be practical and effective."



fishing news

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Early lay-up likely

THE FIRST spalls of really rough weather — and a marked decline in North Sea fishing since September come in — could hasten the traditional winter lay up for Grimsby's fleet of seiners.

Already several prominent skippers are talking in terms of two, or possibly three, more trips.

At this time of the year the daylight-only occupation of anchor seiners, as practised from Grimsby, becomes very demanding and most owners begin thinking about the winter break in October.

Much depends on the weather and the fishing, as clearly no one will want to miss the chance of a good late run. This year, however, the signs are none too promising.

Whichever way the weather does turn, another factor to be considered is the spratting season.

Fish meal prices are currently fairly high and sufficiently attractive to interest quite a large number of owners and skippers, who will be looking for an early break, to convert to sprat fishing. An early cold spell with autumn frosts could encourage shoaling.

A number of the older seiners are also earmarked for DOT modifications under the new safety regulations.

Grimsby is reliant on seiners to cushion the effects of the decrease in Icelandic landings.

HERRING BAN DATE IS SET

HERRING fishing in the North Sea is banned from mid-night on Sunday (September 19) until the end of the year.

Licences authorising British vessels to fish North Sea herring are being suspended, according to a joint announcement by the Fisheries Departments made on Thursday last week.

The ban reflects Government concern at over-fishing and follows its recent rejection of the North-East Atlantic Fisheries Commission's quotas.

Figures show that 23,500 tons of herring have been taken from the North Sea by British vessels so far this year. British herring boats fished on after reaching their 9,700-ton NEAFC quota limit because of the massive

foreign effort on the stock.

The only herring allowed to be taken from the North Sea up to the end of the year will be from the local fisheries off East Anglia and south-east England, or as a by-catch.

George Hunter, secretary of Shetland Fishermen's Association, said before the announcement came that the delay in letting the industry know the exact date when fishing would stop was "intolerable."

He said: "It is not good enough for the Government to leave it to the last moment. We need time to plan the closure." Late last month the industry told the Government that September 20 was the earliest the ban should be introduced.

Commenting to *Fishing News* this week, Jimmy Lovie, chairman of the Scottish Fishermen's Organisation, said: "The ban should be introduced."

The skippers of *Starcrest* (left) and *Accord* have been fined for fishing inside a herring conservation area off Yorkshire.



COMMENT

THE DEPARTURE of Fred Peart as Minister of Agriculture, Fisheries and Food is not likely to be viewed with much regret by the fishing industry. His performance has been dismal.

In setting out to foster the image of the 'farmer's friend', Mr. Peart came to be equally regarded as the 'fisherman's foe'.

His lack of concern for the fishing industry was underlined by the way he was prepared to delegate most of the pressing problems to his rather pedestrian Minister of State, Ted Bishop. As a result, Mr. Peart became just a shadow in the background at a time when fishing needed a strong man in the Cabinet.

At the beginning of the year, when the row with Iceland was at its height, Mr. Callaghan, then Foreign Secretary, saw fit to remind Mr. Peart at a press conference that, once a settlement was reached, it was his job to get out and make a good future for the British fishing industry. Perhaps Mr. Callaghan suspected then that something more than Mr. Peart's easy-going affability was needed if our fishing industry was going to survive.

Although a change was necessary, it could not have come at a worse time. Whatever the ability of Mr. Silkin as the new minister, the fact is, he is green and untried in Europe where renegotiation of the Common Fisheries Policy is reaching a crucial stage.

On these negotiations rest the hopes of British fishing — an onerous task for a man formerly in charge of planning and local government.

Congratulations to Davie Smith of Argonaut IV on his record catch of £12,350 using a

JACKSON 620 BOX TRAWL

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We regret that a Printer's error occurred in this Jackson Trawls Advertisement in last week's issue. The corrected Advertisement appears above.

MACKEREL MEN 'ON EDGE'

MACKEREL line boats working off Cornwall are feeling that the fish are improving each day.

Fleets of inshore boats are working between 24 and ten miles off Falmouth and catches so far have been mixed, ranging from all smalls one day to quite a good mix the next.

Two-handed boats have been averaging around 60-100 stone per day, with the larger craft with more crew — like Skipper Colin Parker's new *Cygnus* GM36 *Byrlan* — hitting 400 st. plus.


Boats are fishing for Cornwall Fishermen Ltd, Flushing Co-op, Salvesen and Restormel Holdings Ltd. This firm — working from Harris's wharf — has offered 45p a stone, less 24 per cent quay charges.

After advertising in *Fishing News* for boats to fish for the company each applicant received a letter offering the set rate from September 1.

Salvesen is buying mackerel from a number of former Mylor co-op boats, working through agents, Pawlyn Bros, Plymouth, some of the fish is being smoked locally.

About six ex-Mylor boats — mostly those of the co-op's — continued on page 12





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MODERATE inshore fishermen at Grimsby are up in arms again. This time the victim of their enmity and resentments is Fisheries Minister of State, Ted Bishop, who recently refused to consider legislation against foreign vessels landing crab claws in Britain.

The main offenders, as inshore of Grimsby revealed about this time last year, are the EEC vessels. The question being asked, amidst torrents of vitriolic abuse directed at Mr Bishop by the inshore men — and not just the handful of crabbers it affects — is, does he really have their interests at heart? Or is he more concerned at not upsetting our Common Market partners, at the very time Britain must play her cards with extreme caution and great skill in Brussels if we are to stand any real chance of extended and exclusive limits of our own within the EEC "pond".

Presumably Mr. Bishop realises that if the Government is successful the claw problem should clear itself up as they are taken from crabs mainly well inshore.

Clearly, though, Mr. Bishop has not enhanced his uncertain reputation in many fishing circles by listening to the advice of his "boffins" and ignoring the evidence of experienced fishermen who know their jobs inside out and have seen, so often, the horrible suffering these limbed creatures undergo before life is finally drained away, usually by starvation.

There has been little comfort for the river fishermen this year with fishing notoriously disastrous. Since August the former smack *Alert* has tied up and gone up for sale, while the liner *Breadwinner*, once of Lowestoft, has been sold to interests outside fishing.

THE PRESENT AND FUTURE FOR THE FISHING INDUSTRY

Is the theme of the next Nautical Institute conference at Hull on 28th & 29th October, designed to provide an opportunity for all branches of the Fishing Industry to discuss the future.

The programme covers:

The Trawler Industry
The Inshore Industry
Fishing Co-operatives
Legislation
Conservation
Fishing Technology
Training

The Conference has been planned to provide essential information to the professional fishermen as well as those concerned with fishing policies.

For further details, contact D. R. Derrett, Hull Nautical College, Hull HU1 3BW. Telephone: 0482-27683. The fee for the two days including the papers and meals is £25.

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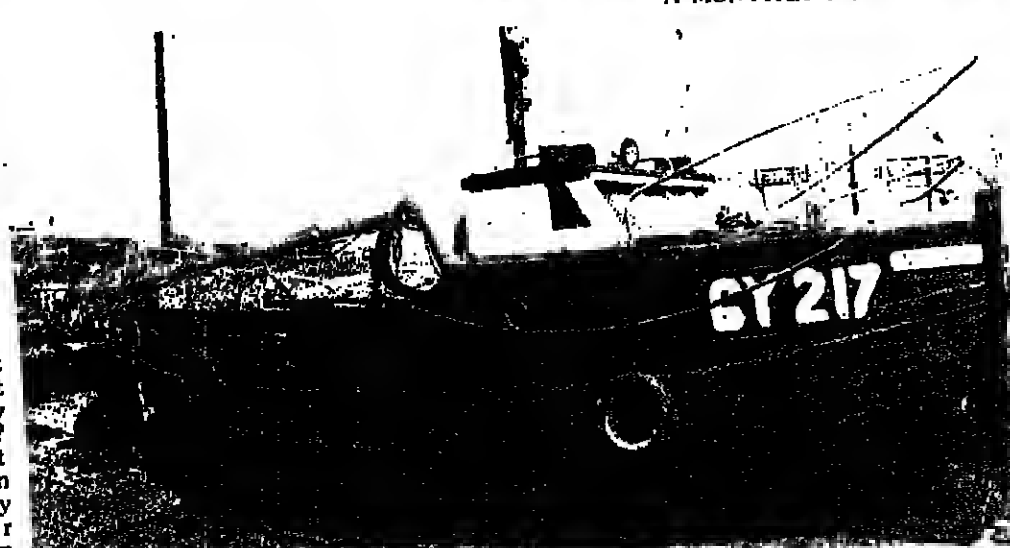
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INSHORE at Grimsby

A MONTHLY FEATURE



Other inshores are trying to make ends meet by ferrying anglers into the Humber estuary and a recent addition here is the 23-footer *Betty*.

Invariably there is always an optimist, or two, and Welshman John Stocker has bought Bob Gittings, 20ft, inshore *Shu-Kev*.

He is working all hours to fix her up for spragging and beam trawling in the river later on and hopes to make a full-time living from her. "It's been my life ambition to own my own boat," he admitted to *Fishing News*, "and given a bit of luck I think I can make a go of it." With a name like *Stocker* how can he fail!

As everyone is well aware things have been vastly different for the seiners and their teams as there have been a succession of records this summer.

One which passed almost unnoticed was a new daily average part record for pair trawlers. This prize was



recaptured on August 28 by *Morphe the Bojen* and *Frances Bojen* with crack skippers Jens Bojen and John Richardson in charge.

From an eight-day trip they grossed £32,387 from 1,350 kits and set new standards of £4,048 per day for the team and £2,024 per vessel. Both work under the new John R. (F.S.) Ltd. agency. (See page 3 for details of their new record!)

Also setting all sorts of records is the tangle netter *Wardley* (Skipper Eric Loeel). Her returns in her first full year are already better than those for the whole of 1975 when she was one of the port's top seiners.

She is, of course, the only local tangle netter in the port, hence the records, but having seen what she has done others seem certain to try their luck.

A new face among the pair skippers belongs to David Butterfield, formerly mate of the Shields trawler *Ben Vurie*, who has taken over *Kathleen* which works with Tom Scorer in *Tornborg*.

A young man who has a fine trawling record behind

Above: *Sen-Kev*, the 28ft, inshore boat, has been fitted out for spragging and beam trawling by Welshman John Stocker (left). He hopes to work her full-time out on the river.

Above right: the 23ft, *Betty* is trying to make a living by taking out parties of anglers into the Humber Estuary.

him, David has no regrets at the move into pair trawling. *Kathleen* and *Tornborg* alternate between Grimsby and North Shields.

Former pair trawler *Edith Borin*, anchor seining under Skipper Gordon Hohan, has had her whaleback removed and will probably fit seine rope drums.

On this subject the fly shooter *Sioux*, after fitting a sonar at Grimsby, Denmark, for a special custom-built set of Rammie drums.

Additionally her agent, Tom Sleight (F.S.) Ltd., has placed orders with Grimsby agents Marins Diesel (Service) Ltd. for local fittings to *Pocemoker*, *Loirlochie*, *Kesteven*, *Orlik*, *Zonto*, *Maxwell*, *Fourseas*, *Cleaver Bank*, *Holton* and *De-Aston* and this queue for the Rammie drums seems certain to lengthen as other owners realise just how unpopular the old coils are becoming with crews.

Hopefully there will be better news shortly for Tommy Spall's mini-trawler *Pocem* in *Terris*. She has had plenty of ups and downs this year, including a fire, and recently a long wait for spares, but now North Sea expert trawler skipper Harry Mitchell is taking her and it is expected this more positive approach to North Sea fishing will at last pay dividends.

TOM WOOD



Above: *Wardley* — setting up lots of new records as Grimsby's only tangle netter. After her success, others at the port may try their luck. Right: David Butterfield, formerly mate of a North Shields trawler, has now taken over as skipper of *Kathleen*. Below left: *Sioux* on the slipways having a Slimed sonar installed before she left for Denmark to have custom-built Rammie drums fitted. Below right: *Pocem* in *Terris*, after many ups and downs, may now have a more positive future.



No merger at Peterhead harbour

THE Secretary of State for Scotland is not following up a recommendation that the two harbour authorities at Peterhead be replaced by a new single authority.

This was stated by Gregor Mackenzie, MP, Minister of State at the Scottish Office, at Peterhead this week during a tour of the north east.

The authority for the fishery harbour is the Trustees of the Harbours of Peterhead, whilst the Secretary of State for Scotland is harbour authority for Peterhead Bay Harbour. The management of the latter is undertaken on his behalf by Peterhead Bay (Management) Co. Ltd.

The recommendation that a new single authority be set up to replace the two existing authorities was made in June 1975 by Mr. C. Gordon Luntz QC, Reporter to a public inquiry.

In deciding not to set up a new single authority, a step which would require legislation, the Secretary of State said that he had been influenced by the strength of local opinion against unification and, particularly, the objections made by the Peterhead Harbour Trustees and the advice of the Peterhead Bay (Management) Co.

The Secretary of State will now be considering further, in the light of this decision, the arrangements for the future management of the Bay Harbour.

LOOK OUT FOR GANG

DUNDEE police have issued a warning to fishermen that a gang of thieves are operating along the south coast.

The thieves have been taking navigational equipment, and nets are after dark.

Fleetwood men not paying dues increase

FLEETWOOD inshore fishermen are up in arms over a 25 per cent increase to berthing charges being imposed by British Transport Docks Board.

Last week the fishermen met talks with Fleetwood docks manager, Tony Winfield, and they are now seeking talks with Mr. P. Murdoch, British Transport Docks Board director of small ports.

The men are withholding increases, which were due to start on September 1, and Fleetwood inshore fishermen's Association was seeking yesterday (Thursday) to discuss the situation.

After the meeting with Mr. Winfield, Peter Brearley, the association's treasurer, said: "The future of the inshore fleet is in the balance. Takes any more out of it and it will go down."

He said that since the improvement of the quay, where the inshore boats berth the docks Board had been able to raise the quay.

"This land is now earning

IRISH fishermen may join a union following a decision by the Irish Shara Fishermen's Association to help set up a new branch of the Irish Republic's largest union, the Irish Transport and General Workers'.

At the same time, the union has pledged a major campaign to support fishermen in establishing a 50-mile limit around Ireland.

The decision to set up the union in fishing followed several meetings with representatives of the union, at which the fishermen heard about ITGWU services.

A statement issued by the shire fishermen's association said that it is clear that most fishermen knew very little about trade unionism. On the other hand, the unions were surprised that fishermen had not joined before in view of certain causes of poor conditions.

"Many skipper-owners have welcomed the development, as they realise that a strong trade union would improve working conditions and attract more and better types of people to the industry, and better working standards," said the statement.

"They also realise that in the present challenges facing the industry and, particularly the 50-mile limit issue, the trade union movement with its thousands of members in all industries would be an invaluable ally."

The statement also said that the great majority of skipper-owners treated their crews well, according to

customary standards, but if a boat's earnings were not up to providing fair conditions, "then the whole basis of the industry needs to be examined."

The association feels an important part of union involvement is that fishermen would get their skills recognised if they wished to work outside fishing, such as on cargo ships or oil-rigs.

The statement called on all shire-fishermen to join the union branch and asked for the co-operation of everyone in the industry to work together constructively.

Further details of membership are available

from the association's secretary, Davy Page, of Harboursmaster, Howth, Co. Dublin, or from Paddy Dely, chairman, tel. Dublin 326390.

Meanwhile, the general secretary of the ITGWU said that the position in fishing is shocking, to say the least. As it stands at present, after 1982, ships of other EEC nations could fish up to Ireland's very shoreline without restriction.

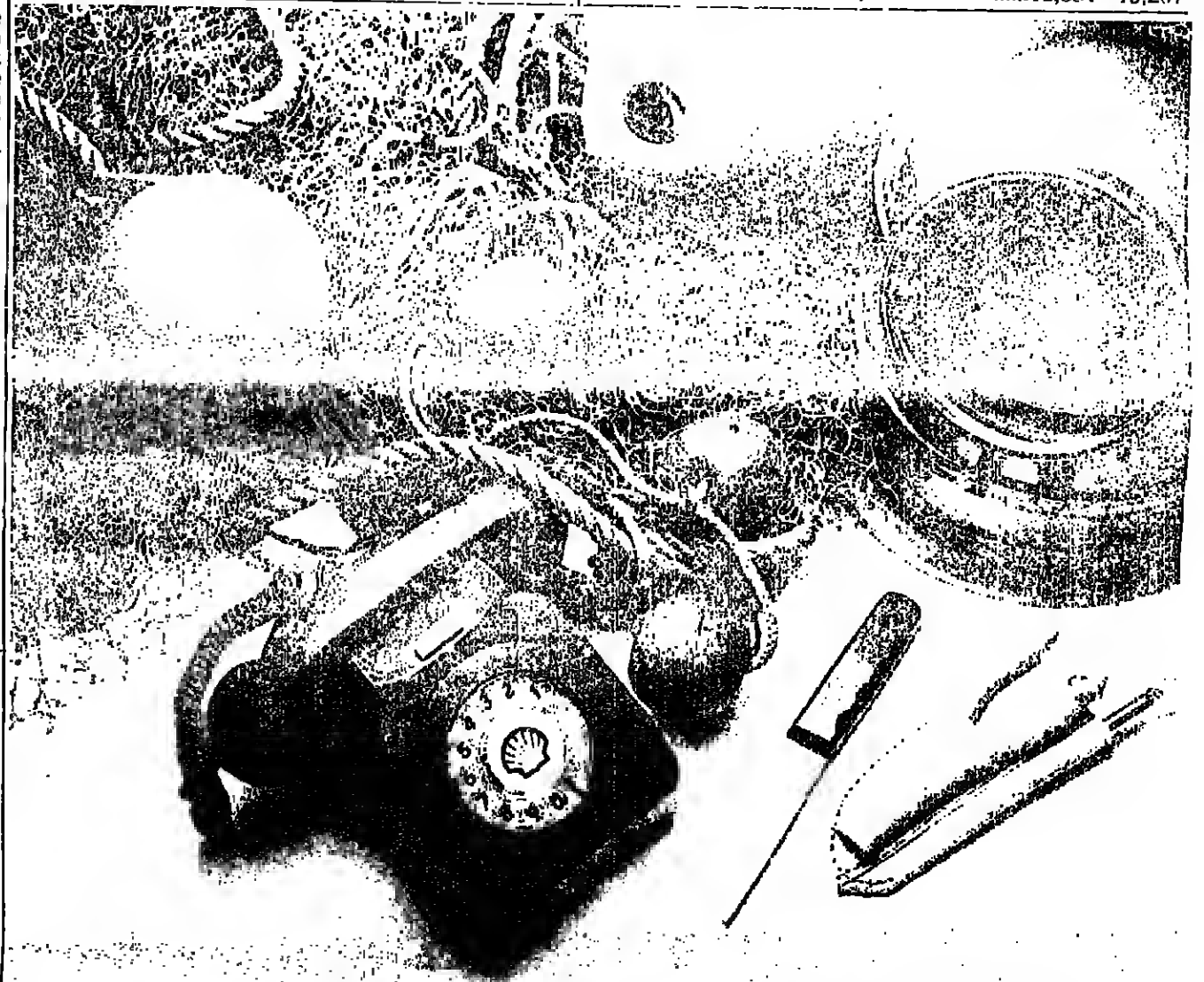
More training and investment for maritime research is required and an imaginative approach (two words) in aquaculture is needed, he said.

NEW *World's* *Water* *Challenge* *Competition*

She has been on top for 31 months and, although *Aroto*, *Cazzer*, lying second for a second successive month, has cut the leader's margin by 204 points, the Boyd Line ship is still 1,996 points behind.

Ross Altoir, previously held in the previous table eighth, has pushed appearing in brackets.

Kits Index	Points
1. 11) <i>Hammond Innes</i> (Newington).....	17,937 25,908
2. 12) <i>Arctic Cavalier</i> (Boyd).....	17,459 23,912
3. (8) <i>Ross Altoir</i> (BUT).....	13,280 21,484
4. 14) <i>St. Dmiciu</i> (Hawling).....	15,374 21,385
5. (9) <i>Ross Trafalgar</i> (BUT).....	13,806 21,303
6. (5) <i>Somerset Mougham</i> (Newington).....	16,387 21,238
7. (14) <i>Ross Cnnaveral</i> (BUT).....	13,973 19,989
8. 13) <i>C. S. Forester</i> (Newington).....	13,586 19,668
9. (11) <i>Bewello</i> (Murr).....	12,662 19,521
10. (11) <i>Loch Erriball</i> (BUT).....	12,684 19,207



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01-438 2800 for fuels. And 01-438 2070 for lubricants.

They're the rapid contact points set up by the new Marine Sales Department of Shell U.K. Oil.

This specialised department is now taking care of the bunkering and lubrication requirements of all U.K. domiciled customers. It's manned by helpful, experienced staff, long familiar with the needs of both the inshore and the deep sea fishing industries.

So ask them about the top quality fuels and lubricants Shell supply at most ports throughout the United Kingdom. About the development of

01-438 2800 for fuels

01-438 2070 for lubricants

services at new locations, if the demand is adequate. And about the credit-card supply facilities, which allow pick-ups without cash at Shell contracted ports at home and abroad.

Or, for details of the comprehensive Shell Technical Services available, dial the special 01-438 3316 enquiry number.

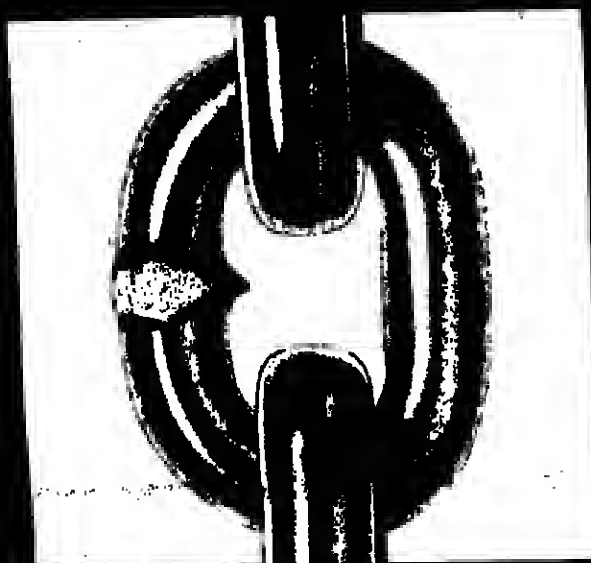
Whether you're operating a single vessel or several hundred, you'll find Shell cut fuel and lubricants problems down to size. The Shell Marine Service is second to none.

01-438 2070 for lubricants



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Dragalloy Chain

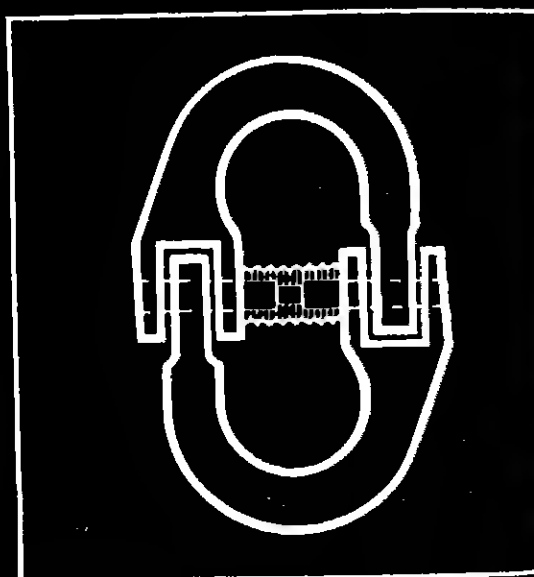
In most trawling situations, tests conducted over the years have indicated clearly that the addition of Dragalloy chain to steel wire rope has significantly improved cable life and efficiency. In bridles and main cables, for example, a combination of one third steel wire rope and two thirds Dragalloy Chain, introduced where the cable is in contact with the sea bed has produced an average improvement in life expectancy of 7:1.

In ground or bobbin cables substitution of 5/8" Dragalloy chain has resulted in eighteen months' life being achieved. Again the use of Dragalloy in back strops and independent piece or pennant has produced 10:1 improvements.

Special heat treatment of alloy steel is the secret of Dragalloy's long working life, and Draglink connections are simple and effective.

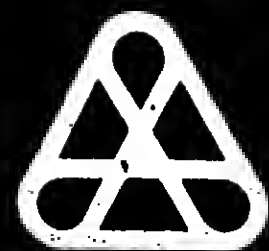
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'Hyacinth' keeps ahead in Colne smack race

THERE were several newcomers to the Colne smack race held on Saturday, September 4, but one of the regulars, *Hyacinth*, was first across the finishing line.

Wind forecast was NW up to Force 5, diminishing, and Course A was chosen out of several courses which can be used depending on the weather.

The course chosen starts from a line off Bateman's Tower, Brightlingsea, then along the coast to a spar buoy laid off Clacton. Boats sail around the Waller Spitway Buoy, leaving it to starboard, and back to the lloo off Brightlingsea. Tide predicted was 10ft. 8in.

The wind felt very light, and the sails set reflected this. There were watersails below booms, and extra large staysails A.D.C. set a tremendous one) to take every advantage of what wind there was.

Craft like *Hyacinth* set small topsails. She is only 35 ft. 10 in. overall, and has no topmast, so in suitable conditions the sail is set up with a pole fastened to the luff. It is, in fact, a staysail set upside down, but looks as if it was made as a topsail when it is up there.

Stormy Petrel displayed a good turn of speed in the early stages of the race as the smacks ran down the coast to Clacton.

Astern of *Hyacinth* were *Lizzie Annie* and *Peace*, which had an extended luffing match; then *Peace* crept up on *Hyacinth*.

These two opponents — which battled for second place in the Thames Oyster Smack Race (*Fishing News*, September 3) — fought it out all around the course. In a luffing wind, the fleet went out to the Spitway and then turned for home.

The last stage of the race saw an unlikely finish, caused by bad luck. *Hyacinth* was well ahead, and looked like she was going to stay there, while *Peace* looked certain of second place.

Then *Peace* ran aground off St. Osyth Stone. She managed to work her way off again and got back in the race. However, she lost her place in those few minutes and was overtaken by *Lizzie Annie* and *Hyacinth*, which came in second and third, with *Peace* very close fourth.

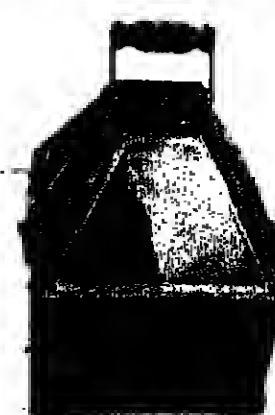
The three craft — which almost as much as beads on a string — provided a very exciting finish.

The race some 10 miles long, was held in the Creek. There was a supper given on the boat, and a party at the estate. The winners' pennants (blue with yellow embroidered lettering) were made by Mrs. Pauline Lawrence, and the race was organised by Mrs. Lillian MacGregor, whose husband died a few years ago.

A barge race held at the same time attracted eight entries. *Kitty*, skippered by John Fair-



Above: Brian Kennell the winning skipper, at the tiller of *Hyacinth* as she races towards the finishing line. *Peace*, seen right behind, came in fourth after running aground. Below left: an antique compass set in its binocular aboard *Hyacinth*. Below right: the Colchester-registered *Peace* rounds the Spar Buoy off Clacton and cuts it very close.



smack *G. and A.* for the day.

First smack over the starting line was *G. and A.*, winning the Hammond Bell Trophy. Brian Kennell of *Hyacinth* was awarded the King Colne Cup for taking the smack over the finish line first.

Second over the finish line was *Lizzie Annie*, gaining the Arthur Bowles Cup; while Dick Harman's A.D.C. third across the line, won the Xanthe Trophy (a mounted dead-eye from the smack of that name).

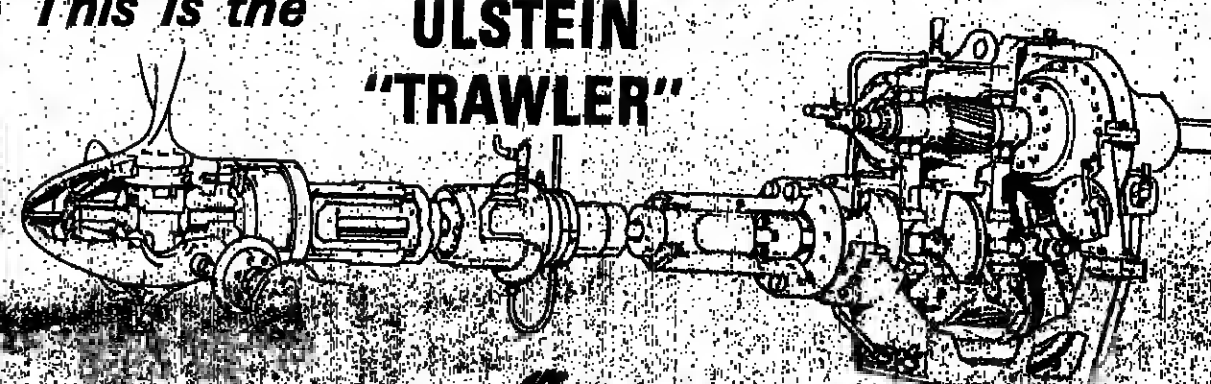
Brian Kennell came up again for the Skipper's Cup, while the Eva Bunting Seamanship Cup was awarded to *Edith Alice*.

Winners' pennants (blue with yellow embroidered lettering) were made by Mrs. Pauline Lawrence, and the race was organised by Mrs. Lillian MacGregor, whose husband died a few years ago.

A barge race held at the same time attracted eight entries. *Kitty*, skippered by John Fair-



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£30m year for Scots PO

THE Scottish inshore fishing industry has long been renowned for its rugged individualism.

The system of working has led to a degree of competition which far surpasses that in most other British fishing industries.

If anyone had suggested some 12 months ago that a large part of this heterogeneous industry would come together and form one of the country's largest and most effective producer organisations, it would almost certainly have led to a good deal of scepticism.

However, some 12 months after becoming operative, the Scottish Fishermen's Organisation has seen its membership grow from a nominal 120 to over 700.

The economic area of the Scottish Fishermen's Organisation stretches from Peterhead in the east, to Whitehaven in the west, including Shetland and the Outer Isles, and so covers the largest area of any British producer organisation.

This geographical dispersion does involve some problems now that the organisation has set up its headquarters in Edinburgh, as the distance between members in, say, Stornoway and Lerwick, is considerable.

A system of communication is, therefore, essential. In order to establish this, a number of port com-

ONE YEAR after the formation of the Scottish Fishermen's Organisation, chairman Jimmy Lovie gives details of progress made by the PO in this letter to members through the columns of Fishing News.

mittees have been established throughout the economic area to enable local problems to be tackled in the best instance by those with valuable local knowledge. In this way, many of the day-to-day problems can be immediately tackled.

Although large in its geographical area, the performance of the SFO in terms of landings is just as impressive. In the past year the value of landings by members was in the region of £30 million. Bearing in mind that the organisation started life with only 120 members, this figure indicates the economic importance of the SFO fleet — an importance likely to grow over the coming year in the light of proposed limit extensions.

Above all else the past year has shown one thing: that collective action to improve returns to the fishermen is possible even within an industry so diverse as the Scottish inshore industry.

Much has been achieved in the past year, but the challenge of the future is even this, a number of port com-

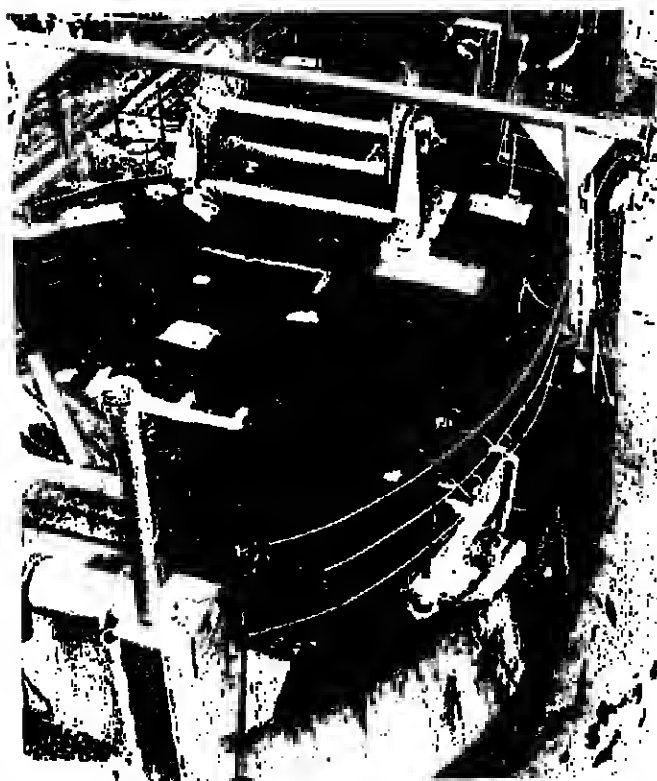
We move into a situation which only a few years ago would have seemed impossible — an era when exclusive zones are almost with us, not to mention the quotas which have gradually been introduced in the past few years, in particular to important species of fish.

The rule of the government in the fishing industry is, therefore, likely to increase in the next few years and, whereas the voice of individual fishermen might get lost in the process of political bargaining, the executives of the SFO ensure that at least Scottish inshore fishermen have a body which can make its voice heard at a very high level.

I should also like to take this opportunity to express my personal thanks to all those who have assisted me during the past year.

Without this assistance, advice and generosity, our progress in the past year would most certainly have been much slower — Jimmy Lovie.

'Madrid' nearly ready



CONSOLIDATED Fisheries' distant water trawler *Real Madrid* should be back fishing by the end of October.

She has recently undergone extensive alterations at Grimsby to enable her to operate as a multi-purpose fishing vessel.

The 140ft. *Real Madrid* was in the middle of a major refit when the monthly Icelandic quota system was introduced and the company decided to convert her for a wide range of fishing operations.

The most striking alteration has been the addition of a large hydraulic net drum on her after deck for pelagic fishing (see left). So far no details have been released concerning the grounds she will work initially, although it seems likely she will try for mackerel.

Manx dogs help raise Fleetwood grossings

FLEETWOOD'S pocket trawlers turned in some good performances last week — helped by excellent markets.

Chasing the dogs off the Isle of Man proved profitable for the former Belgian trawler *Susan Bird*. She landed 277 kits, including 20 of cod and 140 of dog, which sold for £5,131.

On the same day *Fair Isle* landed 107 kits, including 15 of cod, 30 of plaice, 12 of sole, 12 of roker and 12 of squid, which sold for £3,538. During the day dogs made up to £20 a kit while soles made from around £100 to £180 a kit.

Announcing the continued wooden construction of the "SEA VIXEN" 33ft Fishing Boat



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Enforcing 200-mile limit - U.S. style

THE 200 MILE limit — perhaps the most persistent issue to occupy the United States commercial fishing industry since the arrival of foreign fishing fleets off the US coasts some 15 years ago — will become a reality on March 1, 1977.

On that date, the fisheries management and conservation provisions of the legislation signed on April 13 by President Ford will be enforced by the US Coast Guard and special agents of the National Marine Fisheries Service (NMFS).

Surveillance of foreign fishing off the United States by US fisheries agents, supported by the US Coast Guard, began officially in 1960 when the first of the massive foreign factory ships arrived in fleets off the New England coast and Alaska.

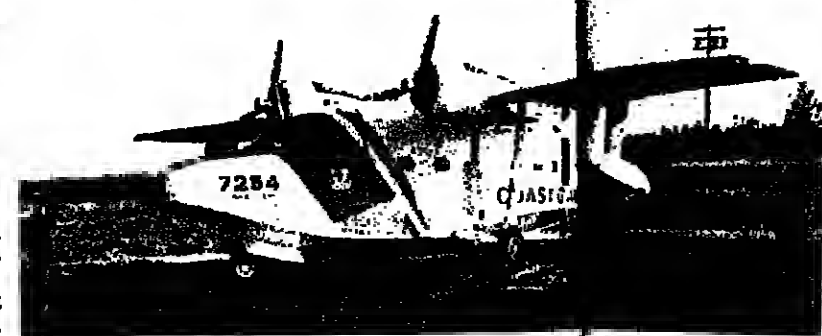
Later in the 1960s, the US surveillance effort was expanded to cover foreign operations off the Pacific and middle Atlantic coasts.

As the number of foreign fishing vessels increased further south, the Gulf of Mexico and the southern Atlantic states were also encompassed by the regular programme of patrols by US aircraft and surface units.

Under existing international law, until the 200-mile limit is enforced, foreign vessels can legally fish off the coasts of the United States beyond 12 nautical miles offshore.

Federal laws grant US

SHORTLY, the EEC is expected to announce extension of fishing limits to 200-miles. This has been a by-product of the successive failure of the Law of the Sea Conference to agree by a number of countries to extend limits, unilaterally, to 200 miles. How this limit is going to be enforced and operated is not clear. — reproduced by kind permission of Fishing Gazette — even one country, the United States, is tackling the problem.



U.S. Coastguard planes like this Albatross take fisheries agents to check on fishing activity. The plane is about to leave Cape Cod to patrol the Atlantic.

nationals exclusive fishing rights in US territorial waters, which extend three nautical miles from shore, and in the nine nautical mile US contiguous fishery zone, which extends from the outer limits of the territorial sea to a point 12 nautical miles offshore.

The US has, under specific international agreements, allowed foreign fishing vessels to operate within the contiguous fishery zone. Prior to the enactment of an extended jurisdiction, the US could only attempt to regulate foreign fishing beyond 12 miles by negotiating bilateral or multilateral fishery

agreements which through the years became increasingly complex, unwieldy, and often failed to achieve the specific objectives expected by US fishermen.

The constant presence of massive multi-national fishing effort off the coasts of the United States has been both an economic disaster and a source of embarrassment for the fishing industry, especially New England.

The relentless depletion of fish resources, historically, if not legally, belonging to the United States, has already

segments of the US inshore economic knock-out punch.

The source of embarrassment has always been the obvious technical and fleet superiority demonstrated by various types of foreign vessels — from trawler to factory ship.

Within the 200-mile perimeter that will next be covered by the new extended jurisdiction, foreign vessels reported catches of 7.9 billion pounds of various species, valued at approximately 4.8 billion dollars.

The US vessels off Alaska, Soviet ships took another 2.2 billion pounds from Atlantic and Pacific waters.

In stark comparison, US fishermen that year took only 680 million pounds from the waters off the Alaska-Washington-Oregon coasts combined, and only 780 million pounds from the Atlantic fishing grounds.

Lloyd's Register of Shipping lists 4,219 Soviet fishing vessels of over 100 tons, compared with 3,149 for Japan and only 1,743 for the US.

The USSR predicts that its fishery landings this year will exceed 10 million tons, 14% of the estimated world catch. The provisions of the legislation extending US

The 1975 Soviet catch was 9.2 million tons, second only to Japan.

According to the US Department of Commerce, the species of once abundant fish which have been brought to the point of depletion by foreign fishing effort include haddock, halibut, yellowfin sole, yellowtail flounder, Alaska pollock, Pacific sardine, Atlantic herring, menhaden, salmon and sea scallop. Others, like Pacific perch and beke — and Atlantic red hake — have disappeared as a commercial resource.

The provisions of the legislation extending US fisheries jurisdiction provide National Marine Fisheries Service agents and the US Coast Guard with the toughest enforcement tools they have ever had since being charged with the surveillance and patrol programme.

They will no longer have to rely largely on the voluntary co-operation of foreign fishermen to prevent overfishing.

Some of the major provisions of the new legislation include no foreign fishing within the US fishery conservation zone after February 28, 1977, without a permit issued by the US.

Foreign vessels will have to apply each year for a permit for each vessel in each fishery.

Applications for foreign fishing will be referred to one of the eight regional fishery management councils which will act on the applications in keeping with their authority to determine the use of fisheries in their areas.

Specific conditions and restrictions can be included in each permit issued to a foreign vessel by the Secretary of Commerce.

The Secretary of Commerce will establish a fee schedule for permits for

foreign fishing which will be based in part on the cost of fishery conservation and management, fisheries research, administration and enforcement.

Foreign fishing vessels which do not have valid US permits aboard will be seized and prosecuted. They are also subject to fines, seizure and arrest if they will not permit US enforcement agents to come aboard and inspect their catch.

Fees for domestic fishermen will not exceed the cost of issuing permits.

Another section of the new

Continued page 13

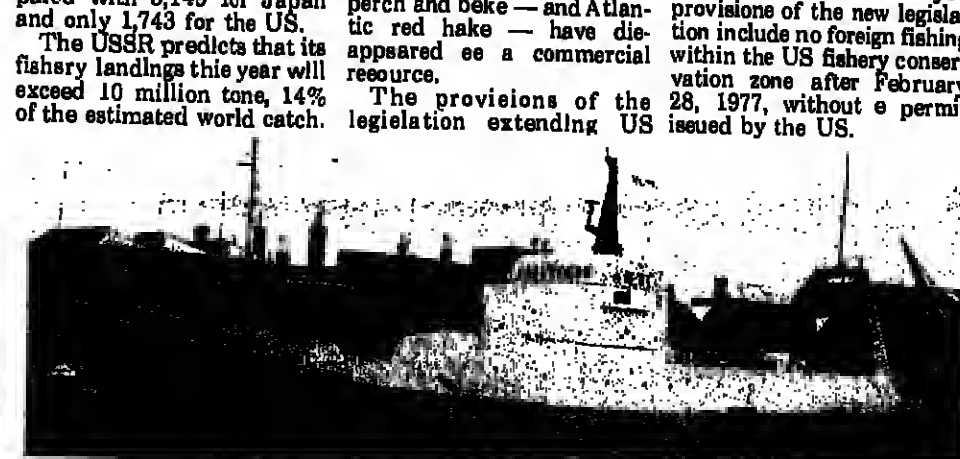
Right: Spanish stern trawlers in force fishing squid off the Atlantic coast of America. The ships were following the 80-fathom line. Below: the Japanese sloop *Shikahime Maru* in waters off the U.S. coast. She delivers her catch to a mother ship daily.



Left: two Japanese pair trawlers working for the mother ship *Minoshima Maru*. The 131-footers tow full cod ends to the mother ship!

Above: even the activities of British ships can get the Americans riled. *Fair Isle* was one of six UK trawlers which violated an ICNAF haddock agreement off the USA in September 1974.

Right: meekers on the deck of a foreign boat working off the Long Island-New Jersey coast. Below: some of the world's best-equipped and most modern trawlers are working off the U.S. coast. This 6,700 gross ton stern-fisher is 378.5 ft. long and has 12 bladder filling machines to process Alaska pollock into blocks. She was built in Japan during 1974 and is named *Shin An Ho*.



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GRP diesel fuel tanks

"DO YOU know of any firm which makes a standard GRP fuel (diesel) tank holding about 50 gallons? If so, we would be grateful for its name and address?"

■ Either the Tyler Boat Co. Ltd., Sovereign Way, Tunbridge, Kent, or Ardleigh Laminated Plastics Co. Ltd., Wheaton Road Industrial Estate, Witham, Essex, may be able to supply you with a standard tank which holds about 50 gallons.

POT TWINE

"JUST after the war we were able to purchase surplus nylon parachute rigging lines and we used them to braid crab pot netting which proved virtually indestructible.

"I should be very glad if you can let me know where I can purchase similar lines, about the same thickness as pot twine, today."

■ Thomas Foulkes, Lansdowne Road, Leytonstone, London E11 3HB can supply nylon parachute cord in large as well as small quantities.

Mullet

HAVE you tried using a netting needle to clear bass and mullet from a sill net?

If you slide the pointed end of the needle from the snout end under all twine around the gills you can lever it back and over them far more quickly than by doing so with your fingers.

CORRECTION

IN A description of the Bruce Anchor, published in *Fishing News* on September 3, I wrote: "according to the manufacturer's tables, an 11 lb. unit has the equivalent holding power of a 39½ lb. plough anchor or a fisherman pattern anchor weighing nearly 400 lb." Somewhere along the line 39½ lb. became 239½ lb., a holding power undreamt of by any designer of anchors.

Secondhand sounders

A LITTLE while ago a reader who was fitting out a newly acquired boat wanted to know where he could get secondhand equipment and I gave him the name and address of one dealer I know.

Although he buys and sells secondhand boats, equipment and fishing gear, this dealer does not — as far as I know — handle electronic equipment to any great extent. So if you

JIB MOUNTED POWER BLOCK

"MOST hydraulic net and line haulers of a size suitable for use in inshore boats seem to be designed to be mounted on pedestal or gunwale.

"We think a jib or crane mounted hauler would suit best. Do you know of any manufacturer which makes one with fairly small diameter sheaves?"

■ One firm which makes jib mounted power blocks with fairly small diameter sheaves is D. E. V. Engineering Ltd. of Wallasey. To be precise, it makes such blocks with 20 in. and 27 in. diameter sheaves.

As I mentioned a few months ago, the company started making equipment for use in fishing vessels by producing hydraulic winch tension meters for use in inshore craft.

These were installed in seiner-trawlers like *Lin-dieforme*, *Cort Borum* and *Jacqueline Borum* and are reported to have proved entirely satisfactory.

They have since been fitted in many other trawlers as they can easily be divided so that half the equipment can be used in each vessel, whatever its size or power.

Success with its warp tension meters encouraged the

want a good reconditioned sounder. The latter case Elliott Instruments Ltd., Station Industrial Estate, South Woodham Ferrers, Chelmsford, Essex, is a more probable source of supply. For, in addition to stocking new Ferrograph and Electronic Laboratories echo sounders and VHF R/T sets, it can supply secondhand Ferrograph G500 and G180 sounders.

This is a G500 modified so that it runs at twice standard speed, uses high definition recorder paper and incorporates paper re-use end phase overlap controls.

Company to start production of power haulers for use in vessels up to about 80 ft. long. And it now produces pedestal mounted blocks with 15 in. diameter sheaves as well as the 20 in. and 27 in. blocks designed to be jib mounted. Blocks of the latter size have been fitted in *Burton Agnes* and *Burton Pigeon*.

Latest products to come from the D. E. V. Engineering works are seine rope drums which have a capacity of up to 20 coils of 3 in. circumference rope on each drum. These are supplied complete with a wheelhouse control console.

Full details of the 20 and 27 in. blocks, plus the jibs and cranes on which they can be mounted, are available from D. E. V. Engineering Ltd., Willington Quay, Wallasey, Tyne and Wear.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply.

John Burgess' Log



STOP KNOTS SLIPPING

"I HAVE some soft twisted nylon twine with which I was intending to make two gill nets.

"But I have been warned that if I do the knots are likely to slip after the nets have been used a few times. Can you tell me what I can do to prevent this happening?"

Initially, I believe, the

Spray on anti-rust

"I AM looking for a rust inhibitor which can be sprayed from an aerosol, to prevent rust forming on my pulleys.

"I don't want to use one which may damage the natural or synthetic rubber in the V-belts. Do you know of any inhibitor guaranteed to be harmless to rubber?"

■ There is an inhibitor called LPS 1 which contains hydrocarbon solvents and for this reason, is claimed by the manufacturer to be harmless to rubber, neoprene and all plastic materials.

It is one of a family of rust inhibiting, water displacing, lubricating and penetrating compositions produced by an American company and obtainable in this country through distributors.

LPS 1 is greaseless and can be used not only for protecting your pulleys against corrosion, but for protecting

delicate mechanisms like the entrails of your echo sounder as well.

It will serve, too, as either a lubricating or penetrating oil and for displacing water from electrical or electronic equipment.

If you think it is too light for the job, you could use LPS 2 which is slightly heavier and more oily. It will do everything LPS 1 will do as regards penetrating, lubricating and water displacing and is claimed by the manufacturer to protect any metal for at least one year.

I think either LPS 1 or 2 would be better for your purpose than LPS 3 which, although claimed to give metal surfaces protection for at least two years, might form a wax-like film on the bearing surfaces of the pulleys as well as elsewhere and cause belts to slip.

LPS 3 is what you might call a heavy duty inhibitor and protector for surfaces exposed to the elements. It can also be used for lubricating exposed machinery and for displacing water from exposed electrical equipment.

It might, therefore, be of value for protecting parts of your winch and/or line hauler which are likely to rust.

For protecting standing rigging, rigging screws etc. and for preventing corrosion where dissimilar metals are in contact, another product from the same company may be of interest to you.

It is known as LPS-ESA-100 and is somewhat similar to an anti-rust jelly. You can't spray it but can apply it with a brush or a finger. If you apply it to worn drive gear, it will not only act as a rust inhibitor, but as an efficient lubricant as well.

Should you be interested in restoring galvanised coatings on most or deck fittings, or in galvanising shackles or any other untreated items of equipment yourself, you might find LPS — Cold Galvanize both effective and economical to use.

It comes in an aerosol and it is claimed that you can treat steel fittings etc. with it just as effectively as having them hot-dip galvanised, but for about half the cost.

It is also claimed that line

tant Cold Galvanize will prevent their rusting for at least three years.

Surfaces to be sprayed with it have, of course, to be well brushed and to have no grease, moisture or dust on them.

To enable you to prepare them properly, the manufacturer of LPS products supply an Instant Contact Cleaner and a Super Instant Action Cleaner.

The former is a light solvent de-greaser primarily intended for use on switches, relays, printed circuits, electrical and electronic equipment.

The latter is a heavy duty cleaner primarily intended for use on brakes, chains, tools and metal surfaces. Either of them will clean whatever surfaces you propose to galvanise, but the Super Cleaner would probably be best for deck fittings, chains, shackles etc.

LPS 1, and all these other aids to preventing rust and corrosion, are obtainable in this country from Metropolitan Ltd., The LPS Centre, 15 Station Parade, Virginia Water, Surrey.

NYLON OSSELS

METAL coupling links which have a threaded screw on one side have much to commend them for assembling moorings on ground, tackle, you can get them either galvanised or made of stainless steel.

I did not know until the other day that links of similar design, but made of nylon, are also available.

They are produced by Industrial Injection Moulding Ltd., Kitchin Place, East Kilbride, Lanarkshire, Scotland, and are also available in this country.

Clearly, coupling links made of nylon will be less expensive than galvanised steel links and not liable to corrode in time like galvanised steel. In addition, they are likely to be handy for an emergency purpose for which they are intended.

'Galliard' takes the lead in freezer contest

BOYD Line's Arctic Galliard has jumped from ninth to first in the 1976 British Freezer Trawler Challenge Competition.

This Hull-based vessel has taken over the lead from Marr's Junello which has moved down to fourth position. Meanwhile, BUT's Norse, which topped the table in January, February and March, has then dropped to third, has pushed Marr's Junello out of second place. She is 856 points behind Arctic Galliard.

Among other top Hull freezers are BUT's Dane, up from eighth to fifth; Hamling's St. Jerome, St. Jasper and St. Benedict standing sixth, seventh and eighth respectively; Boston's Lady Parkes, which has risen three places to ninth; and Boyd's Arctic Freebooter, up from

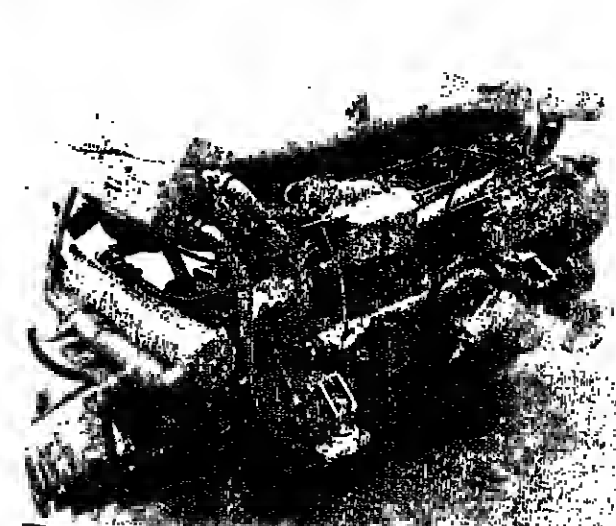
11th to 10th. Of the 40 freezers in the competition, eight are Grimsby vessels, two of which figure in the top 20. These are Goth, up from 22nd to 17th,

and Roma, another BUT freezer, up from 25th to 18th. The top 20 for May are listed below with positions held in the previous table appearing in brackets.

	Tonnes	Points
1. (9) Arctic Galliard (Boyd)	1,482	22,317
2. (31) Norse (BUT)	1,389	21,461
3. (21) Fornello (Marr)	1,421	20,980
4. (1) Junello (Marr)	1,317	20,522
5. (8) Dane (BUT)	1,291	19,615
6. (6) St. Jerome (Hamling)	1,340	19,568
7. (4) St. Jasper (Hamling)	1,289	19,100
8. (4) St. Benedict (Hamling)	1,247	18,838
9. (12) Lady Parkes (Boston)	1,205	18,576
10. (11) Arctic Freebooter (Boyd)	1,186	17,892
11. (7) Pier (BUT)	1,146	17,810
12. (18) Sir Fred Parkes (Boston)	1,114	17,326
13. (10) Kirkello (Marr)	1,107	16,881
14. (19) Fornello (Marr)	1,097	16,130
15. (14) Ornelo (BUT)	1,007	16,047
16. (13) St. Jasper (Hamling)	1,083	15,545
17. (22) Goth (BUT Grimsby)	1,006	14,933
18. (25) Roma (BUT Grimsby)	953	14,444
19. (19) Cosio (BUT)	903	13,623
20. (27) Boston Lincoln (Boston)	897	13,597

* Estimated figures.

Cooler for turbo engines



MERCRAFT has introduced an attachment for its Econ-o-Power 150 engine (left), based on the Ford six-cylinder diesel, which reduces the chances of overheating. This version is fitted with a turbo-charger and the attachment ensures that the air drawn into the engine is always cool. This is achieved by fitting a cooler to the air intake through which the engine-cooling sea water is circulated. The attachment is suitable for both hot engine compartments and where engines are used in hot climates. In addition to cooling, the new attachment also silences the whine which is typical from turbo-chargers. The cooler can also be fitted to the non-turbo-charged version of the Mercraft engine which develops 120 hp.

DIESELS DIRECT

TEMPST Diesels Ltd., will be selling its range of marine and industrial engines direct from its Salford, Lancs., factory to UK customers after October 31.

In the past Tempst has relied heavily on its UK network of distributors, but will now be strengthening its sales force.

Managing director, Trevor Sainsbury, explains the reasons for the change of policy: "If we are to remain competitive and retain our share of the home market, then we feel we must sell direct to our customers," he said.

"It will not only put us on even terms with our competitors, but allow us to attack the market with our strengthened sales team."

Tempst will retain its existing export arrangements.

CATTERMARINE products have been taken over by Drum Engineering Co. Ltd. of Bradford, Yorkshire.

Drum Engineering will initially concentrate on the successful Catermarine net and pot hauler used for crayfish nets in Cornwall and Southern Ireland.

"The import rights have been acquired by Ron Savage and Rear Admiral P. D. Gledhill, the directors of A. R. Savage Ltd., from Hayward Spear Ltd. The new company will operate from the same offices as R. Savage Ltd., at the Yacht Harbour, Southampton, Hants., tel. (02343) 71151.

Seastate boss joins Joint Trawlers

JOINT TRAWLERS group, the Anglo-Swedish trading organisation has appointed two senior executives to its UK operations which are based in Aberdeen and Reigate, Surrey.

They join the two senior directors in the UK — Alan Leiper and Jan Carrol. Joining Joint Trawlers Ltd. in Aberdeen is Mr. E. S. Cook, a well-known figure in the north-east and UK fishing circles, as well as in Europe. Mr. Cook was born in Hull and joined Sir John Brothers in leaving school.

In 1968, Mr. Cook joined Associated Fisheries, Aberdeen, as general manager, before founding Seastate (Scotland) Ltd. in 1972 at Peterhead. Until he joined Joint Trawlers, Mr. Cook was managing director of Seastate.

Exports John T. Loughton, who ran Syd Clark (Rugby) Ltd. in Grimsby, has joined Joint Trawlers International Ltd. in Reigate, Surrey.

For the last two years he has been responsible for the development of export sales from all Russian production units.

Joint Trawlers' international trading in conjunction with Joint Trawlers in Helsingborg, Sweden, covers east and west European markets, North America, Australia, the Middle East, Far East and West Africa.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on August 28.

The new rates of interest are for fishing vessels under 80ft. and new engines, up to five years, 12½ per cent; five to 10 years, 14 per cent; 10 to 15 years, 14½ per cent; over 15 years, 14½ per cent.

For processing plants, up to 5 years, 14½ per cent; five to 10 years, 14½ per cent; 10 to 15 years, 14½ per cent; 15 to 20 years, 15½ per cent.

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